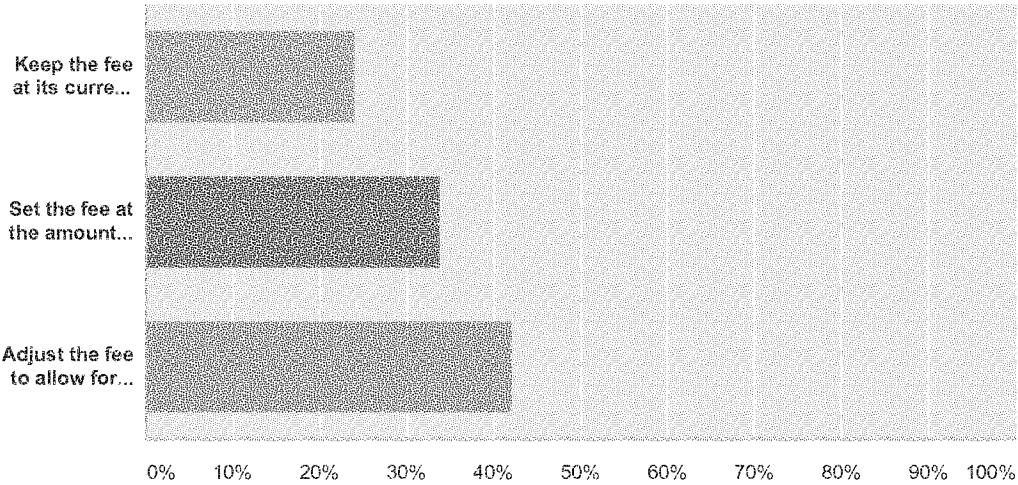


Q1 Tigard’s PMP is designed to maintain streets in their current condition. If the cost to maintain streets increases, which of these options would you prefer?

Answered: 53 Skipped: 4

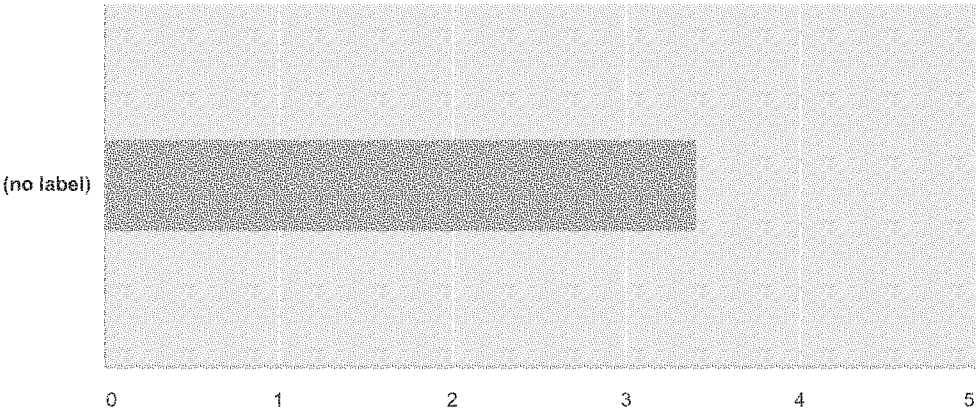


Answer Choices	Responses	
Keep the fee at its current amount even if it means reduced pavement conditions.	24.10%	20
Set the fee at the amount necessary to maintain current conditions.	33.73%	28
Adjust the fee to allow for improved pavement conditions over time.	42.17%	35
Total		83

City of Tigard Street Maintenance Fee Survey

Q2 The street maintenance fee that funds the PMP began in 2003. On a scale of 1 to 5, what changes have you noticed since 2003?

Answered: 78 Skipped: 9

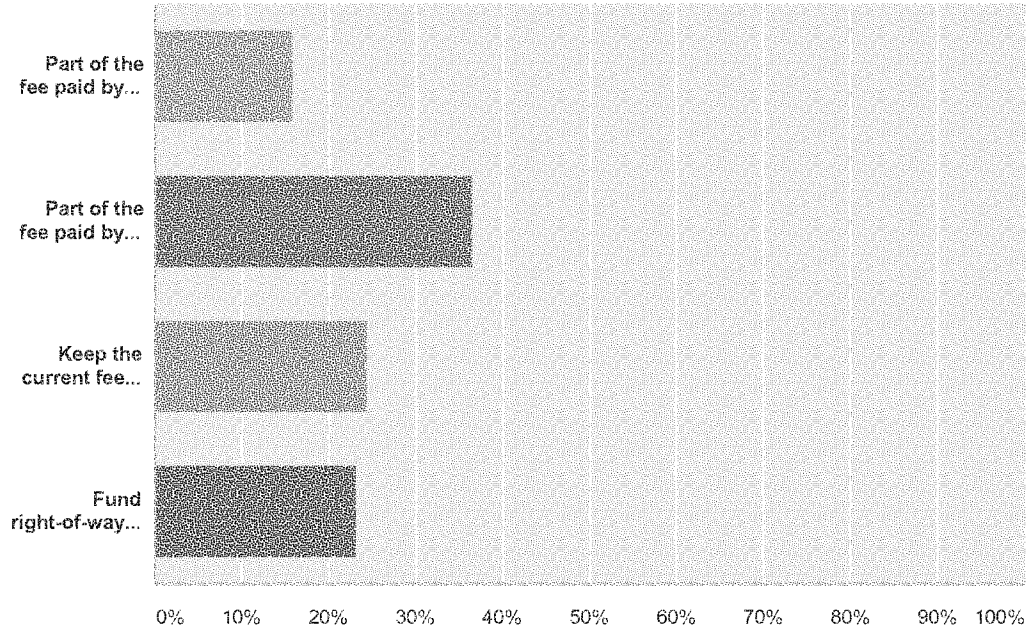


	Worse	(no label)	No Change	(no label)	Much Improved	Total	Average Rating
(no label)	5.13%	2.56%	47.44%	37.18%	7.69%	78	3.40
	4	2	37	29	6		

City of Tigard Street Maintenance Fee Survey

Q3 Currently, a portion of the street maintenance fee paid by residential customers is used to maintain certain rights-of-way (such as new street medians on Pacific Highway/99W). How do you think right-of-way maintenance should be funded?

Answered: 82 Skipped: 5

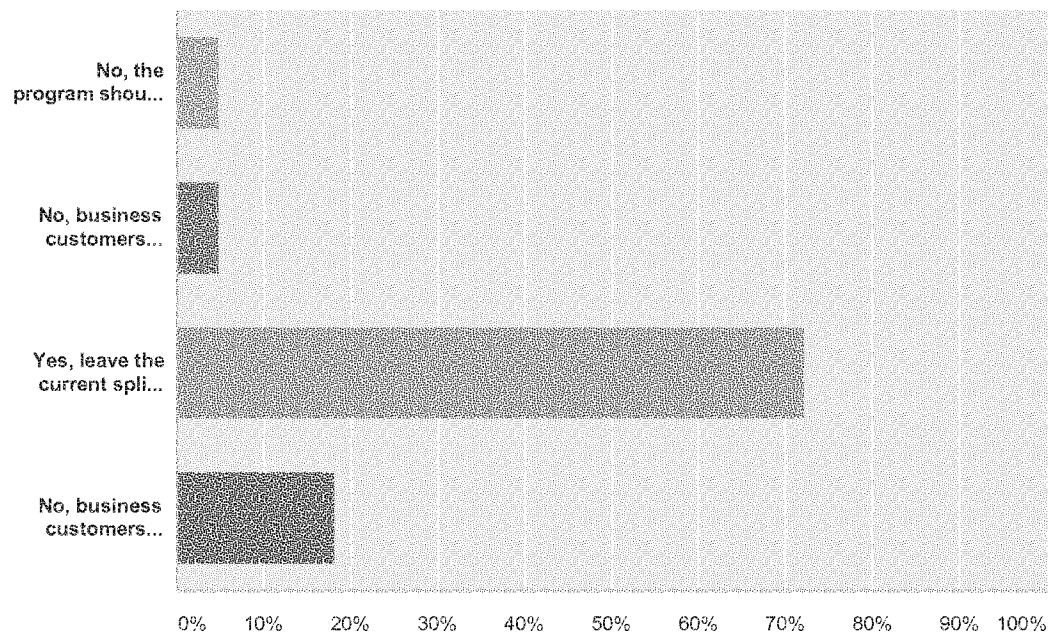


Answer Choices	Responses	
Part of the fee paid by business customers should help fund right-of-way maintenance.	15.85%	13
Part of the fee paid by business customers should help fund right-of-way maintenance, but only in commercial areas.	36.59%	30
Keep the current fee structure: right-of-way maintenance should be funded solely by residential customers.	24.39%	20
Fund right-of-way maintenance with an alternate funding source.	23.17%	19
Total		82

City of Tigard Street Maintenance Fee Survey

Q4 The current fees established by City Council are:-- Residential: single family / multi-family (per unit) = \$5.83 per month-- Business: per minimum required parking space = \$1.31 per space, per month Residential customers fund about 2/3 of the program or about \$112,000 per month. Business customers fund about 1/3 of the program or about \$56,000 per month. Does that seem like a fair split to you?

Answered: 83 Skipped: 4

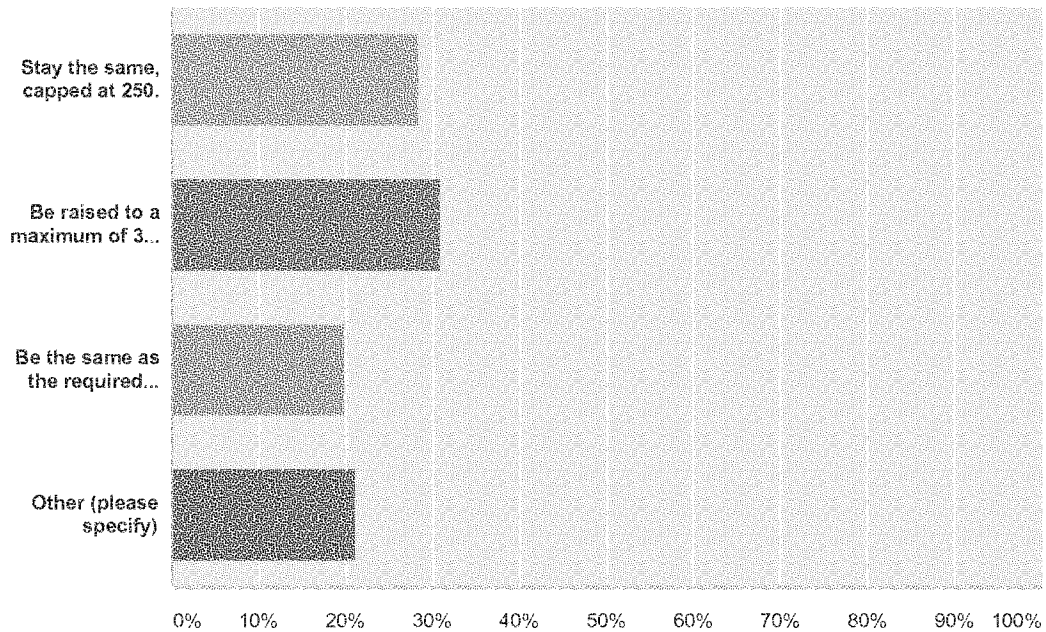


Answer Choices	Responses	
No, the program should be funded entirely by residential customers.	4.82%	4
No, business customers should fund less than the 1/3 they are currently funding.	4.82%	4
Yes, leave the current split; residential customers fund 2/3 of the program. business customers fund 1/3 of the program.	72.29%	60
No, business customers should pay more than the 1/3 they are currently paying.	18.07%	15
Total		83

City of Tigard Street Maintenance Fee Survey

Q5 The fee structure for business customers is based on a minimum of 5 required parking spaces, and is capped at a maximum of 200 parking spaces. (Businesses with more than 250 parking spaces currently are not charged for any additional parking spaces they may have.) Do you think the maximum should:

Answered: 81 Skipped: 6



Answer Choices		Responses	
Stay the same, capped at 250.		28.40%	23
Be raised to a maximum of 325 spaces, but the fee would be phased in at 15 spaces per year over the next 5 years.		30.86%	25
Be the same as the required number of parking spaces with no cap.		19.75%	16
Other (please specify)		20.99%	17
Total			81

#	Other (please specify)	Date
1	above 200 pay 1/2 fee per space	9/21/2014 12:01 PM

City of Tigard Street Maintenance Fee Survey

2	You don't give us enough information. Where are those minimum 5 spaces per business downtown where you just eliminated a bunch of spaces (and trees) to "improve" downtown? And are those on public land or private land? And does that deter businesses from moving into Tigard because there's not enough parking spaces to be had, yet they pay taxes on those spaces? Are multiple businesses paying taxes for the same public spaces so they're not getting what they're taxed on? The quality of life in a city is the responsibility of the people who want to live there - so they should foot most of the bill UNLESS Tigard allows new businesses like Wal-Mart into the area that pave over large wetlands tracts. At that point the quality of life diminishes through no fault of the citizens so they should have to fund the streets for Wal-Mart shoppers coming from other towns. Ultimately, you're asking us for an opinion without giving us sufficient information regarding those required parking spaces, who provides them, where they have to be, where you came up with the required quantity, and who would be affected by a change.	9/19/2014 11:25 AM
3	Thanks for using our tax dollars to completely mess up hwy 99 - I would be inclined to NOT ever vote for an increase ever again due to what you have done to 99. Luckily our business was not affected by the fact that very few turns can now be made off of 99, but if I was a business (like the starbucks, subway, taco bell etc...) that can no longer get traffic from the other direction I would be pissed as heck. The WalMart was a bad addition, the traffic is horrible now, and people are very confused by the change in traffic pattern. I see near accidents every day.	9/18/2014 4:33 PM
4	Are you kidding. There should be no discount for large lots. That penalizes teh small businesses that Walmart is trying to put out of business. Raise the fee on them this year. THEY can afford it and impact the traffic more than small offices/retail operations. We just don't have lobbyists or lawyers to protect us from taxes.	9/18/2014 4:03 PM
5	Stay the same, capped at 250, but levy a surcharge to Tigard businesses that 1) own and operate heavy trucks and/or 2) receive goods more than x times per week using 18 wheel rigs.	9/18/2014 2:19 PM
6	We are not an "open door" commercial business. The only parking spaces utilized are associated with our 3 employees. We are already being charged in excess of our requirement. If the City of Tigard can associate traffic maintenance with commercial activity then those "big box" type facilities and those "big box" type occupants are receiving commercial benefit from those parking spaces in excess of 250 should pay an equitable share of taxes.	9/18/2014 1:35 PM
7	I personally do not think funding is spent properly now, so I have a problem agreeing with any funding increase with the planning personell currently in place.	9/18/2014 1:30 PM
8	maximum changed to 100 parking spaces. Encourage large businesses to come to the area and supply more jobs!	9/18/2014 12:31 PM
9	I recently moved my business from the City of Portland/ Multnomah Cty. If you handle the street fees the same way they do your in big trouble. Property taxes, fuel taxes, business licences fees, street fees seem like your getting enough. Do what business do when they must to keep going, cut costs internally, Maybe you can make a \$50,000+ dollar police car last more than 3 years. Maybe?	9/18/2014 12:10 PM
10	It seems as if big stores like Washington Square, Costco, Target, etc. should pay proportionately to their traffic. They are often visited by large trucks, which probably wear the roads more than cars. Charging the large stores, which draw visitors from outside Tigard, seems like a good way to recover costs from non-residents who use our streets.	9/15/2014 6:07 PM
11	The large capacity parking spaces are mainly owned by global corporations. They should be picking up the lion's share of street maintenance in general. Raise the limit infinitely.	9/13/2014 11:34 AM
12	#3 - alternative funding should be to remove big-box parking spaces cap. Their proportionately larger traffic draw has an impact on the roadways and rights-of-way more than what they are currently paying in street maintenance fee. #5 - Be the same as the required number of parking spaces with NO cap.	9/11/2014 11:37 AM
13	It is hard to understand why businesses (especially larger ones) would be given a huge break with a cap of 200 spaces when those businesses drive a major portion of the traffic. Washington square, winco, Costco, Walmart, target and Fred Meyer to name a few. The small struggling businesses do not get any breaks and are expected to pay their share. What about a per space fee that slides (lower) as they number of spaces increase as a break for the larger retailers as an alternative.	9/9/2014 10:19 PM
14	It is hard to understand why businesses (especially larger ones) would be given a huge break with a cap of 200 spaces when those businesses drive a major portion of the traffic. Washington square, winco, Costco, Walmart, target and Fred Meyer to name a few. The small struggling businesses do not get any breaks and are expected to pay their share. What about a per space fee that slides (lower) as they number of spaces increase as a break for the larger retailers as an alternative.	9/9/2014 10:19 PM

City of Tigard Street Maintenance Fee Survey

15	Need more information about the effect of any change as it relates to what the COT needs to maintain and improve streets. Part of this is > What is collected now and current outgo/shortfall? What are immediate projects between now and next summer that have been funded? What needs to be done that funding is not available for in the next couple years? When will any increase be implemented? How are new sidewalks paid for and where are they being installed in the next year?	9/8/2014 10:56 AM
16	I was going to go with the second option but if you do the math you only end up with 275 spaces. You would need to do 25 a year for 5 years to get to 325.	9/8/2014 10:52 AM
17	fund should be paid by residential customers	9/8/2014 10:47 AM

City of Tigard Street Maintenance Fee Survey

Q6 Check this box if you would like a Tigard city staff person to contact you. Please provide your name and the best way to contact you. Thanks!

Answered: 13 Skipped: 74

#	Responses	Date
1	As a small business owner, I would have no problem paying a higher fee. Except that the "right of way improvement" was NOT an improvement to my business at all. Hwy 99 is still congested and I've lost sales due to the lack of access to my store.	9/22/2014 1:17 PM
2	Thomas Rogers rogerst5450@yahoo.com	9/21/2014 12:01 PM
3	No where to put comments here, but as a growing small business in located in Tigard for the past 11 years, the traffic congestion and the time it takes us to transit the Tigard/Greater Washington County area is getting very long. I am disappointed that I do not see long range solutions for transiting Washington County through and around Tigard ready for implementation. I was appalled that the citizens of Tigard voted to "handcuff" officials in the area of transportation planning. My long range planning includes, unfortunately, looking at relocation options out of the Tigard Triangle area to other parts of the Metro area where traffic congestion issues may be better addressed. Thank you, Kim Prosser Precision Door Service (503) 784-4852	9/19/2014 11:17 AM
4	David Aldridge 503-639-2340	9/18/2014 3:35 PM
5	Brian H. Smith , Northwest Demolition & Dismantling	9/18/2014 3:18 PM
6	and where is the check for this box? Looks like you don't want this option exercised.	9/18/2014 1:35 PM
7	Williamb@orwasubway.com	9/18/2014 1:17 PM
8	The survey indicates the number of miles of roads maintained by Tigard, but does not indicate if they are residential streets or commercial roadways. Nor does the survey indicate whether Tigard maintains key roadways such as Hwy 99 and Hall Blvd, which I suspect are state roads. Some respondents may mistakenly judge the state of Tigard roads by the state of Hall Blvd, which has needed reworking for as long as I can remember. Also, I don't understand the question about street medians and right-of-way on 99W. Maybe in the next survey provide a link to a page with more information.	9/15/2014 6:07 PM
9	Yes, I would like to stay in the loop concerning this issue. My name and best contact is Laura Sadowski - lauras@plaidpantry.com	9/11/2014 11:37 AM
10	Gordon Fiddes, resident and business owner in Tigard for over two decades gordon@imagerestoration.com	9/8/2014 1:33 PM
11	Do Not follow the Davis/Bacon Act. Have the job done at half price!	9/8/2014 12:53 PM
12	Mike Stevenson, business owner, B&B Print Source, 503-314-4201 cell, happy to talk if you'd like opinions.	9/8/2014 12:17 PM
13	STEVE RICHMOND - CALL @ 503-639-1106 MON - FRI BETWEEN 2:00 PM - 4:00PM	9/8/2014 11:21 AM